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**Z-2274**  
**DF PROPERTIES LLP, ROBERT & MELIA FARRELL**  
**R1 TO GB**

**STAFF REPORT**  
**15 December 2005**

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**REQUEST MADE, PROPOSED USE, LOCATION:**

Petitioners DF Properties, by Gary Standiford and Robert & Melia Farrell, represented by attorney Joe Bumbleburg, are requesting rezoning of 95.38 acres located at the southeast corner of CR 350 S and Concord Road, Wea 10 (SE) and 11 (SW) 22-4.

**ZONING HISTORY AND AREA ZONING PATTERNS:**

The site is zoned R1. GB zoning is located north and west across CR 350 S and Concord Road respectively and to the west intermittently on both sides of CR 350 S. Land further to the north and northeast of the Concord and CR 350 S intersection is I3. The area south of the site, within a half mile radius, is zoned residentially and includes R1, R1B, R2, R3 and PDRS zones.

The site in question is roughly centered between 18<sup>th</sup> Street and US 52 along a three mile section of CR 350 S. Rezone requests along this segment of 350 have been numerous. Between 1969 and 2005, fifty-two (52) requests to rezone were filed, one (1) was denied, four (4) were withdrawn and forty-seven (47) were approved (29 by the County Commissioners; 18 by the Lafayette Common Council). Review of the forty-seven adopted rezone requests found 57% of the cases were filed in the five years since 2000, 32% in the ten year period 1990 to 1999. The matrix below shows the pattern of residential and commercial rezones over the past 36 years. The column on the far left represents the existing zone in the request; the row across the top represents the approved change in zoning. The figures in the table have been shaded to group similar residential zones and commercial zones together

Matrix Of Approved Rezone Requests along CR 350 S Between S. 18<sup>th</sup> and US 52  
Between 1969 - 2005

ZONE	R1A or B	R2	R3	PDRS	NB	GB	PDNR	I	Total
A						1			1
R1	3	2	3		2	3		10	23
R1A or B	1		1		3				5
R2				1					1
R3				1	1	1			3
PDRS						1			1
NB						2			2
GB							1		1
I		2				6		2	10
Total	4	4	4	2	6	14	1	12	47

The majority of approved rezone requests, 66%, were located in the one mile section west between 18<sup>th</sup> St. and Concord compared to 34 % located in the two miles east between Concord and US 52. This GB rezone request is on the last of the four corners at Concord/CR 350 S to retain its original zoning. Since 1998 four similar requests have been made and adopted on the other three corners: Z-1753 (I to GB); Z-1933 (I3 to GB); Z-1972 (R1 to GB); and Z-2207 (I3 to GB).

#### **AREA LAND USE PATTERNS:**

The land in this case is currently farmed and supports a home and large farming operation with numerous equipment buildings and a large grain storage system. In the northwest corner of the 350/Concord intersection is a commercial subdivision with gas service station, furniture store and bank. The southwest corner is a future WalMart site. The northeast corner is a mix of car related businesses, a vet and a small strip center with retail/service businesses. Further west along the corridor land is both commercial and residential in use. To the east land use is increasingly industrial. Land use patterns to the south are primarily residential.

#### **TRAFFIC AND TRANSPORTATION:**

Concord Road and CR 350 S form the west and north boundaries of this site. The northeast corner of the 95+ acre tract abuts a railroad right-of-way. The most recent traffic counts in the area are shown below.

Road	Classification*	Vehicle Count** / Year Taken	Location
CR 350 S	Secondary Arterial	13,500 / 2004	East of 18 <sup>th</sup> St
"	"	11,490 / 2002	East of Concord
"	"	15,562 / 2002	West of Concord
Concord	Secondary Arterial	10,061 / 2002	North of CR 350 S

\* According to the *Tippecanoe County Thoroughfare Plan*

\*\* Daily adjusted vehicle counts taken by the City of Lafayette

#### **ENVIRONMENTAL AND UTILITY CONSIDERATIONS:**

Both city and private utilities are available in the area. An existing manhole at the southeast corner of 350 S and Concord will provide the necessary sanitary sewer connection. A water main runs along the west side of Concord Road.

#### **STAFF COMMENTS:**

The 1987 *Adopted Amendment to the Comprehensive Plan* shows the area north of 350 and east of Concord as having an industrial future. A community study of the corridor in 1992 agreed with the Comprehensive Plan recommendation to support an industrial future east of the intersection and railroad tracks. The study also envisioned a commercial node at the intersection of CR 350 S and Concord Road excluding the northeast corner and surrounded by agricultural land use to the west and south. No one at the time could have imagined the impact city sewer and water availability would have on development across the entire south side of the community.

Several obvious stories are illustrated by the table of adopted rezone cases on page one:

- CR 350 S is a hot bed of development with a large number of cases filed in the area;
- Approximately half of the cases started out with R1 zoning;
- 2/3 of the cases resulted in commercial and industrial zones.

Some not so obvious things also occurred:

- 1/3 of the cases that started with a residential zone stayed residential, only more intense;
- The number of residential rezones were evenly distributed between R1B, R2 and R3;
- GB rezones out numbered NB two to one.

It is staff's opinion that with regard to the 350 S corridor: too many sites for commercial rezoning have been approved; many of the GB requests could have been NB and; too many rezones occurred along the corridor instead of at intersections. Well planned, commercial nodes at intersections are preferred over strip development as the best way to protect surrounding residential properties while still providing conveniently located shopping for those who live in the area. Commercial node development with internal circulation to multiple businesses and services promotes shared parking, reduces the frequency of driveway cuts associated with strip developments and when properly designed promotes safe pedestrian circulation.

The site in this case, 95+ acres, is large enough to support a mixed retail/service development with multiple tenants, perhaps too large since the request does not include a proposed site plan. The location at Concord and 350 is an intersection identified in a community corridor study as the preferred site for commercial development. However, the sheer number of properties along 350 rezoned commercially were never envisioned at the time of the recommendation. Add to that the fact that most sites have been developed as stand alone buildings many of which do not allow cross access increasing the frequency of vehicles leaving and entering 350 S on single purpose trips.

At first staff felt the request for GB could be supported but with no site proposal to show how this site will be integrated with surrounding residential zones and uses to the south and east and; the large site considering the number of already commercially zoned properties; Staff is unable to support the request based on its size and timing.

**STAFF RECOMMENDATION:**

Denial

